THE OHIO PUBLIC WORKS COMMISSION
65 East State Street, Suite 312, Columbus, Ohio 43215 Phone (614) 466-0880

OHIO PUBLIC WORKS FOR YOU

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93 CB914

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: City of Reading CODE # 061-65732

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9 /19 /94

CONTACT: Bruce G. Brandstetter PHONE # (513) 651-4224

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: East Mechanic Street Culvert

SUBDIVISION TYPE
(Check Only 1)
_ 1. County
x 2. City
_ 3. Township
_ 4. Village
_ 5. Water/Sanitary District (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
x 1. Grant $ 268,000
_ 2. Loan $_____
_ 3. Loan Assistance $_____
MBE SET-ASIDE OFFERED
Construction $ 335,000
Procurement $_____

PROJECT TYPE
(Check Largest Component)
_ 1. Road
x 2. Bridge/Culvert
_ 3. Water Supply
_ 4. Wastewater
_ 5. Solid Waste
_ 6. Stormwater

TOTAL PROJECT COST: $ 335,000 FUNDING REQUESTED: $ 268,000

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: $ 268,000.00 LOAN ASSISTANCE: $_____
LOAN: $_____ %__TERM:___ yrs. (Attach Loan Supplement)

(Check Only 1)
X State Capital Improvement Program
_ Local Transportation Improvements Program
_ Small Government Program

DISTRICT MBE SET-ASIDE:
Construction $_____
Procurement $_____

FOR OPWC USE ONLY

PROJECT NUMBER: C____ / C____
Local Participation ____%
OPWC Participation ____%
Project Release Date: _____
OPWC Approval: _____

APPROVED FUNDING: $
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

			MBE $	Force Account $
a.)	Project Engineering Costs:			
	1. Preliminary Engineering	$ -0- .00		
	2. Final Design	$ -0- .00		
	3. Other Engineer's Services*	$ -0- .00		
	Supervision $ -0- .00			
	Miscellaneous $ -0- .00			
b.)	Acquisition Expenses:			
	1. Land	$ -0- .00		
	2. Right-of-Way	$ -0- .00		
c.)	Construction Costs:	$ 335,000 .00		
d.)	Equipment Purchased Directly:	$ -0- .00		
e.)	Other Direct Expenses:	$ -0- .00		
f.)	Contingencies:	$ -0- .00		
g.)	TOTAL ESTIMATED COSTS:	$ 335,000 .00		

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

				%
a.)	Local In-Kind Contributions	$ -0- .00		-0-
b.)	Local Public Revenues	$ 67,000 .00		20
c.)	Local Private Revenues	$ -0- .00		-0-
d.)	Other Public Revenues			
	1. ODOT PID# _____	$ -0- .00		-0-
	2. EPA/OWDA	$ -0- .00		-0-
	3. OTHER	$ -0- .00		-0-
SUB-TOTAL LOCAL RESOURCES:			$ 67,000 .00	20
e.)	OPWC Funds			
	1. Grant	$ 268,000 .00		90
	2. Loan	$ -0- .00		-0-
	3. Loan Assistance	$ -0- .00		-0-
SUB-TOTAL OPWC RESOURCES:			$ 268,000 .00	80
f.)	TOTAL FINANCIAL RESOURCES:		$ 335,000 .00	100%

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: East Mechanic Street Culvert

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a: SPECIFIC LOCATION:

Project is located on East Mechanic Street, approximately 100 west of Market Street to 50' west of Bonnell Street. (Please see attached map.)

PROJECT ZIP CODE: 45215

b: PROJECT COMPONENTS:

1. Sawcut and remove and replace existing asphalt pavement.
2. Remove and replace the existing box culvert.
3. Connect existing storm sewers.
4. Complete restoration and utility adjustments.

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Existing box culvert is approximately 11.5' wide by 4.5' high. (Dimensions do vary).

Proposed box culvert is 16' wide by 4.5' high.

d: DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household.

Attach current rate ordinance.

Existing culvert, besides being in very poor condition structurally, is under sized hydraulically. This was identified in the 1974 Stormwater Master Plan. Please see the attached copy of this section of the report.

2.3 USEFUL LIFE / COST ESTIMATE: **Project Useful Life:** 50 **Years.**

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 335,000	100%
State Funds Requested for Repair and Replacement	$ 268,000	80%
TOTAL PORTION OF PROJECT NEW/EXPANSION	$ -0-	%
State Funds Requested for New and Expansion	$ -0-	%

(SCIP Project Grant Funding for New and Expansion cannot exceed 50% of the total Project Costs.)

4.0 PROJECT SCHEDULE:*

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	1 / 1 / 95	5 / 1 /95
4.2	**Bid Advertisement:**	5 / 15/ 95	7 / 1 /95
4.3	**Construction:**	7 / 15/ 95	11/ 30/95

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	Frank Carnevale
TITLE	Mayor
STREET	1000 Market Street
CITY/ZIP	Reading, Ohio 45215-3283
PHONE	(513) 733 - 3725
FAX	(513) 733 - 2077

5.2 CHIEF FINANCIAL

OFFICER	Douglas Sand
TITLE	Auditor
STREET	1000 Market Street
CITY/ZIP	Reading, Ohio 45215-3283
PHONE	513) 733 - 5126
FAX	513) 733 - 2077

5.3 PROJECT MANAGER

TITLE	Bruce Brandstetter, P.E.
STREET	Brandstetter/Carroll, Inc.
	424 E. Fourth Street
CITY/ZIP	Cincinnati, Ohio 45202
PHONE	(513) 651 -4224
FAX	(513) 651 - 0147

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

X A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. **(Attach)**

X A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. **(Attach)**

X A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. **(Attach)**

N/A A copy of the cooperation agreement(s) if this project involves more than one subdivision or district.**(Attach)**

N/A Capital Improvements Report: (Required by 164 O.R.C. on standard form)
X A: Attached.
____ B: Report/Update Filed with the Commission within the last twelve months.

N/A Floodplain Management Permit: Required if project is in 100 year floodplain. See Instructions.

X Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

(Please see attached photos and Storm Master Plan.)

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: **Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement and a Notice To Proceed for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.**

Mayor Frank R. Carnevale

Certifying Representative (Type or Print Name and Title)

Frank R. Carnevale 9/29/94

Signature/Date Signed

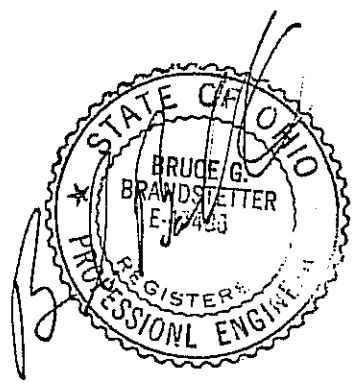
Brandstetter/Carroll, Inc.
Architects Engineers Planners

CONSTRUCTION COST ESTIMATE
BOX CULVERT
EAST MECHANIC STREET
READING, OHIO
September 20, 1994
9404

Remove Existing Pavement	1000 S.Y.	@	$3./S.Y.	$3,000.
Remove Existing Culvert	Lump Sum			20,000.
Excavation, Undercut	60 C.Y.	@	50./C.Y.	3,000.
Concrete Curb	100 L.F.	@	20./L.F.	2,000.
ODOT CB-3	4 Each	@	1,500./Each	6,000.
Manhole	4 Each	@	1,500./Each	6,000.
12" Storm Pipe	100 L.F.	@	40./L.F.	4,000.
ODOT Item 304	150 C.Y.	@	30./C.Y.	4,500.
ODOT Item 301	150 C.Y.	@	100./C.Y.	15,000.
ODOT Item 404	65 C.Y.	@	100./C.Y.	6,500.
Utility Allowance	Lump Sum			10,000.
Waterline Adjustment	Lump Sum			15,000.
Maintenance of Traffic	Lump Sum			20,000.
Box Culvert Construction	400 C.Y.	@	400./C.Y.	160,000.
Transition Concrete Section	Lump Sum			25,000.
Clean Existing Box Culvert	Lump Sum			10,000.
				$ 310,000.
	Contingency			25,000.
	Total			**$ 335,000.**

This is to certify that this project, upon satisfactory completion and normal environmental and climatic conditions, will have a useful life of 50 years.

Bruce G. Brandstetter, P.E.



A:\SCIP96\EMechanic.App(9404)

City of Reading, Ohio

1000 Market Street, Reading
Cincinnati, Ohio 45215-3283
Telephone: 513-733-3725
FAX: 513-733-2077

Date: 26 September 1994
To: SCIP Integrating Committee and
Ohio Public Works Commission
Subject: Status of Funds Report

The City of Reading hereby certifies that there is $33,400.00 in unencumbered funds in its Street Paving Account and $67,000 unencumbered funds in its Capital Improvement Account and that these amounts will be made available for the City of Reading's share of the Columbia Avenue Reconstruction Project and Mechanic Street Box Culvert Project.

Douglas G. Sand

Douglas G. Sand, Auditor
City of Reading, Ohio

88

ORDINANCE #94-84

AN ORDINANCE AUTHORIZING THE SAFETY SERVICE DIRECTOR TO SUBMIT AN APPLICATION TO THE OHIO PUBLIC WORKS COMMISSION FOR STATE CAPITAL IMPROVEMENT PROGRAM MONEYS, AND DECLARING AN EMERGENCY

BE IT ORDAINED by the Council of the City of Reading, State of Ohio:

SECTION I: That the Council of the City of Reading finds it necessary and in the best interest of the City to authorize the Safety Service Director to submit an application to the Ohio Public Works Commission for State Capital Improvement Program (SCIP) moneys, and by reason thereof, authorization is hereby given the Safety Service Director to make such an application. State Capital Improvement Program (SCIP) moneys are to be applied for the Mechanic Street Box Culvert Project and Columbia Avenue Hill Reconstruction Project.

SECTION II: The Safety Service Director is further authorized to enter into any agreements for awards by the Ohio Public Works Commission, after first obtaining proper approval from City Council. The Safety Service Director is to abide by all of the provisions of Chapter 164 of the Ohio Revised Code, and Chapter 164.1 of the Ohio Administrative Code.

SECTION III: This Ordinance is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, health and safety; the reason for the emergency being that application to the Ohio Public Works Commission must be made immediately for the City to be considered for these funds.

THEREFORE, this Ordinance shall take effect and be in force immediately from and after its passage.

Passed this 6th day of September, 1994.

Proposed by: Administration

William F. Ellers
President of Council

ATTEST:

Pat Lapple
Clerk of Council

Approved: 9/6, 1994.

Frank R. Barnes
Mayor

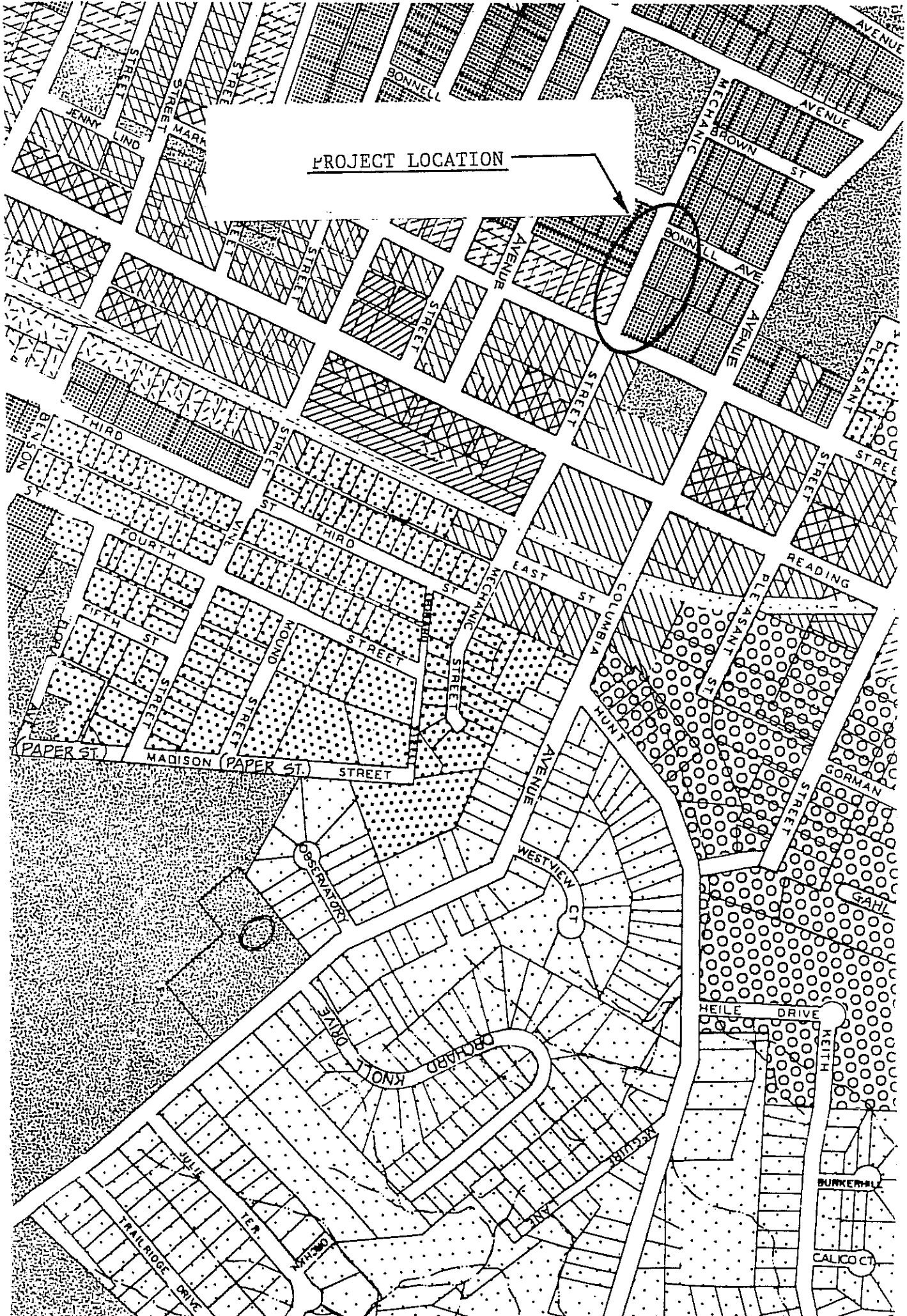
Prepared by:

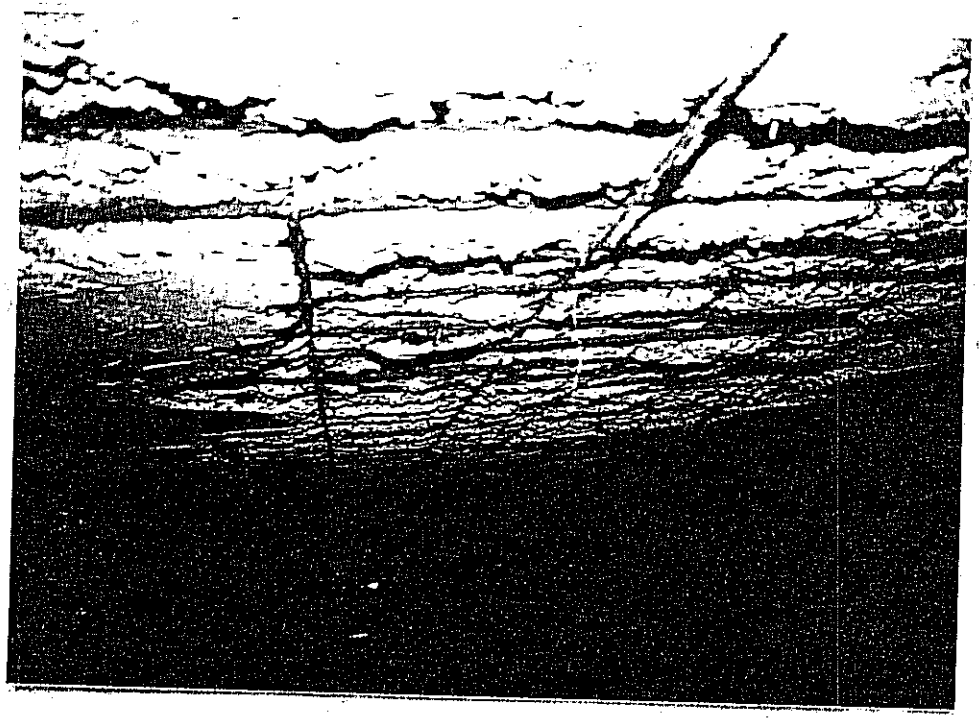
Joni Veddern Wilkens
Joni Veddern Wilkens
Law Director

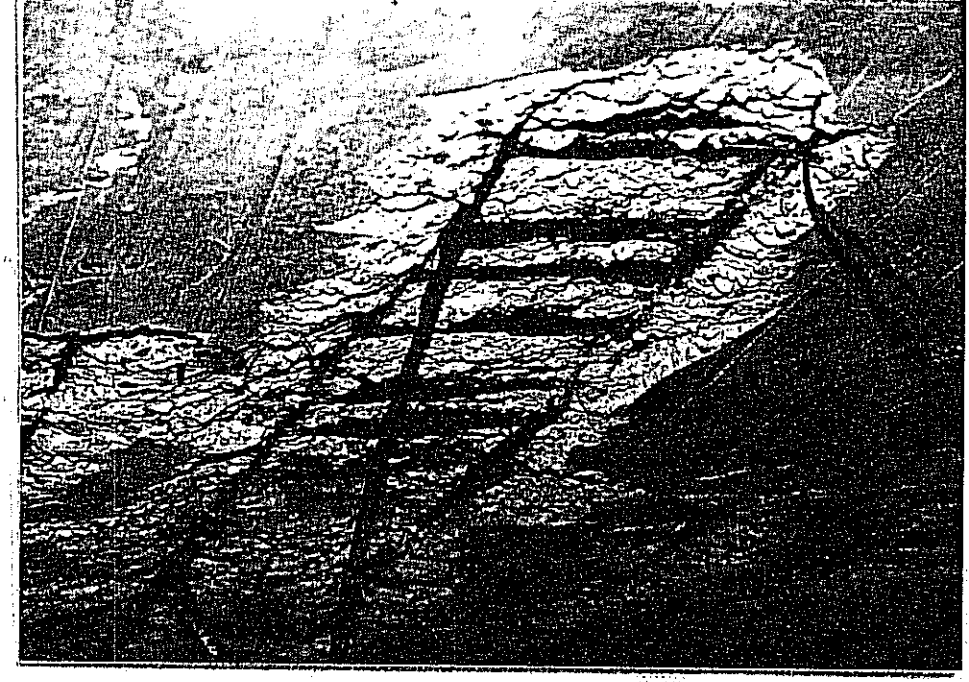
I, Pat Lapple, Clerk of Council of the City of Reading, Ohio, do hereby certify the foregoing Ordinance to be a ture and correct copy of Ordinance #94-84 passed by the Council of the City of Reading, Ohio at a regular meeting on 9/6, 1994

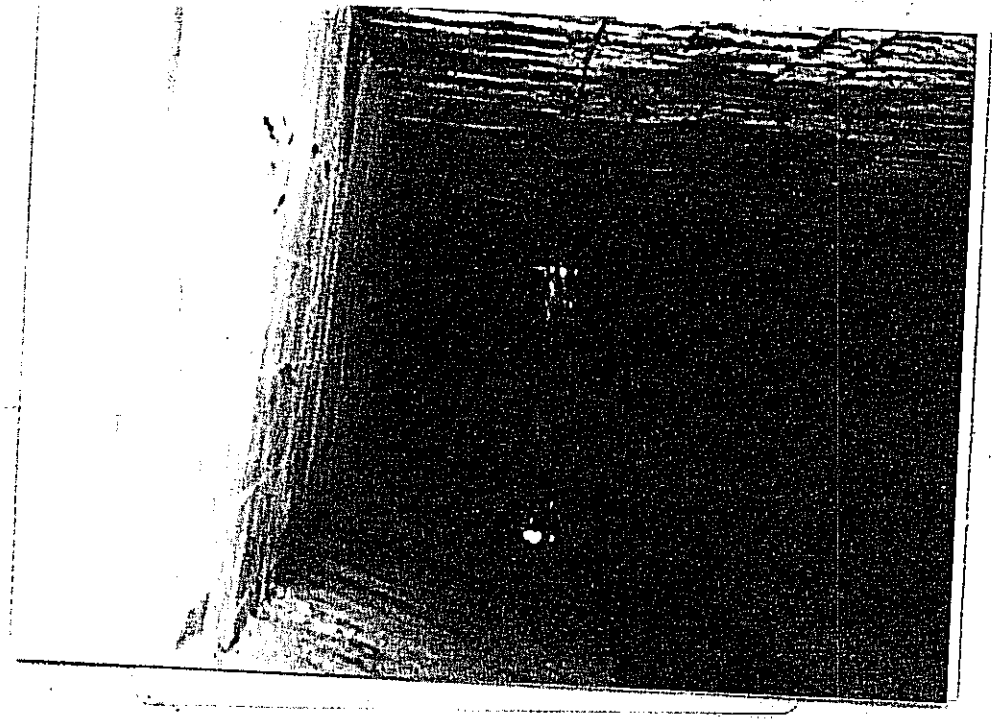
Pat Lapple
Clerk

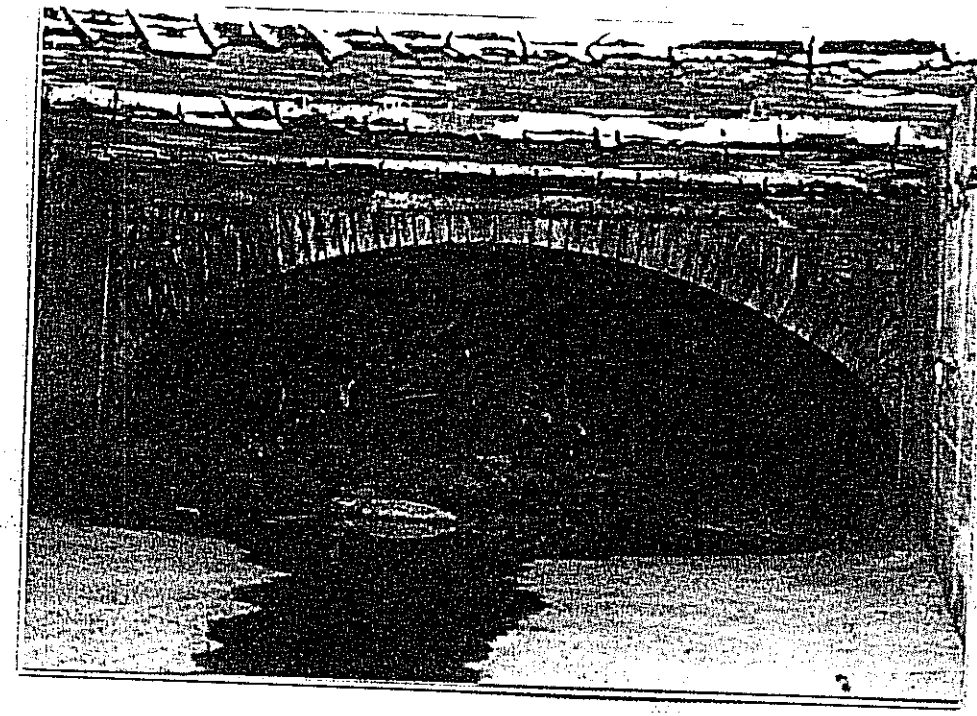
ORD9489
JVW17

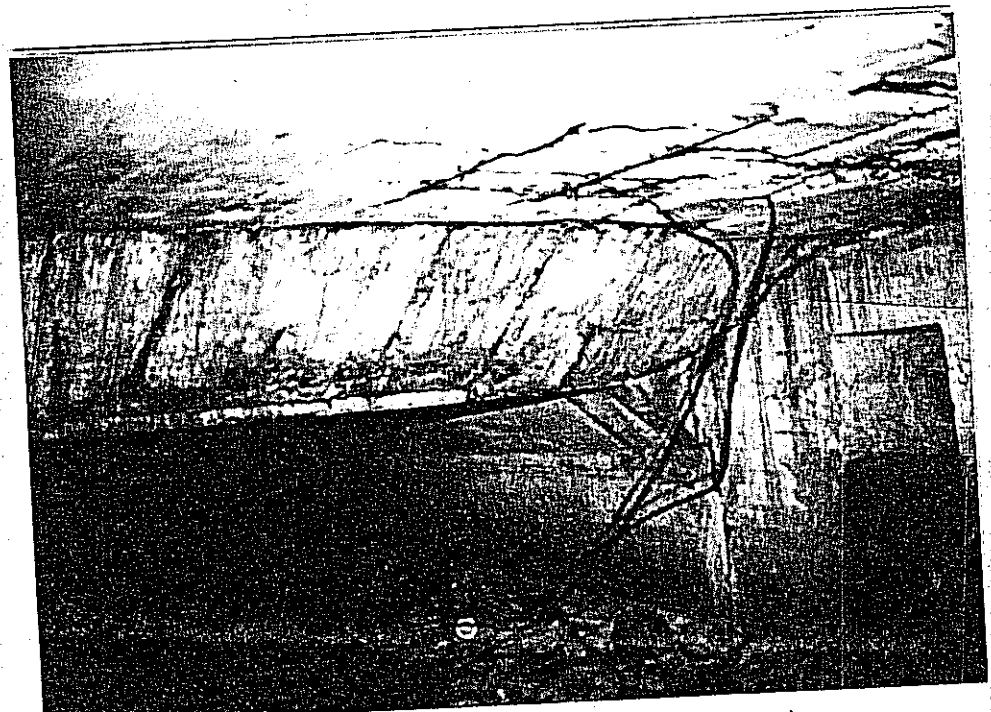

PROJECT LOCATION
BONNELL
AVENUE
MECHANIC
BROWN
ST
JENNY LIND
STREET
BONNELL AVE.
AVENUE
PLEASANT
STREET
THIRD
BENSON
FOURTH
FIFTH
EAST
READING
COLUMBIA
HUNT
GORMAN
GAHL
MADISON (PAPER ST.)
OBSERVATORY
WESTVIEW
CT
HEILE
DRIVE
KEITH
BURKERHILL
CALICO CT
JULIE
TER
TRAILRIDGE
DRIVE

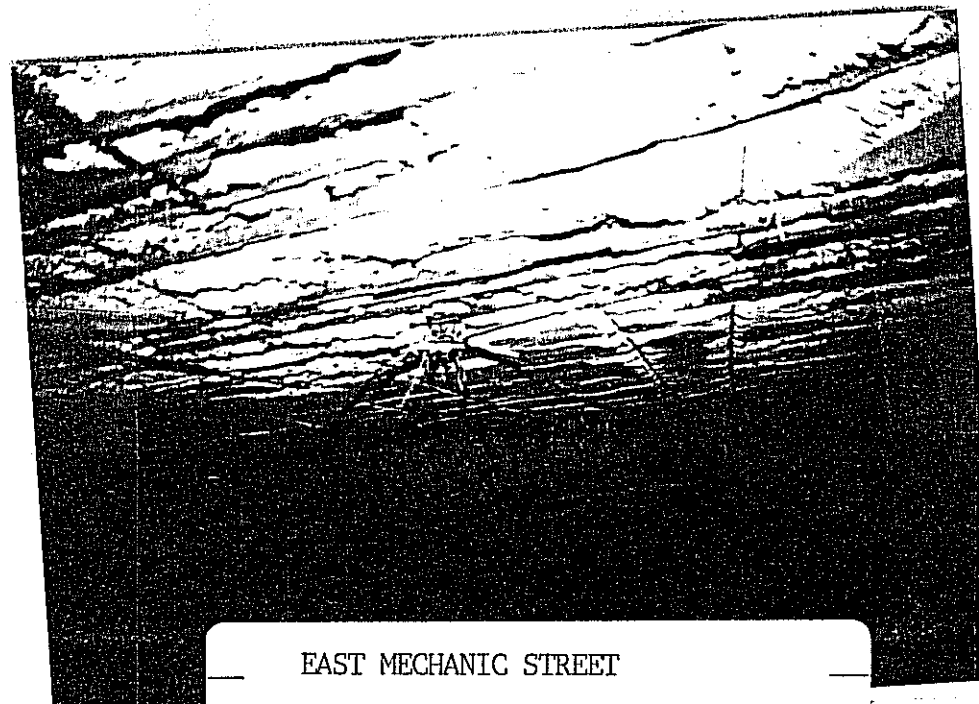












EAST MECHANIC STREET

Ohio Public Works Commission
Five Year Capital Improvement Plan/Maintenance of Effort

Subdivision Name: City of Reading Code: 061-65732 Date 09 / 27 / 94

Project Name/Description	Funding Code(s)	Status (A)ctive (C)omplete (P)ending	Total Cost	Two Year Effort Funded		Five Year Plan Planned				
				1993	1994	1995	1996	1997	1998	1999
Koenig Road	Local	C	175,000	175,000						
Columbia Road	MRF/Local SCIP	A	334,000			334,000				
E. Mechanic Street Box Culvert	OPWC/ Local	A	335,000			335,000				
Salt Building	Local	A	81,000		81,000					
Municipal Building Roof	Local	A	30,000		30,000					
Curb & Paving Program	Local	A	3,380,000	500,000	480,000	400,000	500,000	500,000	500,000	500,000
Water Distribution	Local	A	7,600,000	300,000	300,000	200,000	200,000	200,000	200,000	200,000
Storm Sewers	Local	A	250,000			50,000	50,000	50,000	50,000	50,000

STUDY OF READING STORM DRAINAGE PROBLEMS

AREA P-7, MECHANIC ST. TRUNK SEWER

TRUMAN P. YOUNG & ASSOC.

June 28, 1974

STUDY OF READING STORM DRAINAGE PROBLEMS

SUBJECT: AREA B-7, MECHANIC ST. TRUNK SEWER

INTRODUCTION:

This trunk sewer has grown like Topsy in that it was originally composed of culverts carrying various streets over the old creek. Over the years it was enclosed by filling the gaps between the culverts resulting in a conglomeration of different sizes and sewer types. Branch storm sewers on Reading Rd. and Market St. empty into this trunk line.

RECOMMENDATION:

We recommend that the branch storm sewers in Reading Rd. and Market St. be reconstructed to proper size. The lower reaches of the subject trunk sewer should be augmented by a companion sewer from Bonnell St. to Mill Creek, sized to accept all flow in excess of the capacity of the trunk line. Also the entrance to the corrugated culvert under Columbia St. should be improved and the open ten foot gap between the outlet of this culvert and the entrance to the concrete box trunk sewer just west of the railroad should be enclosed.

DISCUSSION:

The Mechanic St. trunk sewer is downstream on the same creek as the McGuire Lane problem (Report no. A-2). When the McGuire Ln. culvert is improved the downstream flowrate will increase requiring the Mechanic St. trunk sewer to handle the runoff in a shorter time period.

The entrance into the 9'-6" x 6'-4" corrugated pipe arch under Columbia St. at Hunt Rd. (this is actually the head end of the trunk sewer) should be improved in order to cut down the entrance loss and lower the head so as not to top the present headwall. There is a ten ft. gap just west of the railroad where the corrugated pipe arch meets the concrete box that should be enclosed in order to have a smoother continuity of flow.

The sewer generally has adequate capacity as far downstream as Bonnell St. from which point to Mill Creek its capacity is about ½ of what is required. This 1560 ft. or so section of sewer should be augmented by a companion line parallel to and, if possible, adjacent to the existing trunk in order to dispose of the overflow from the existing inadequate trunk line.

The storm sewers in Reading Rd. and Market St. which drain into the Mechanic St. trunk have a capacity in some cases of as little as 10% of what is needed. These sewers should be replaced whether or not the trunk sewer is corrected.

As an interim measure, the Mechanic St. trunk line should be thoroughly cleaned out and repairs made in those areas where the structural integrety of the box section is threatened.

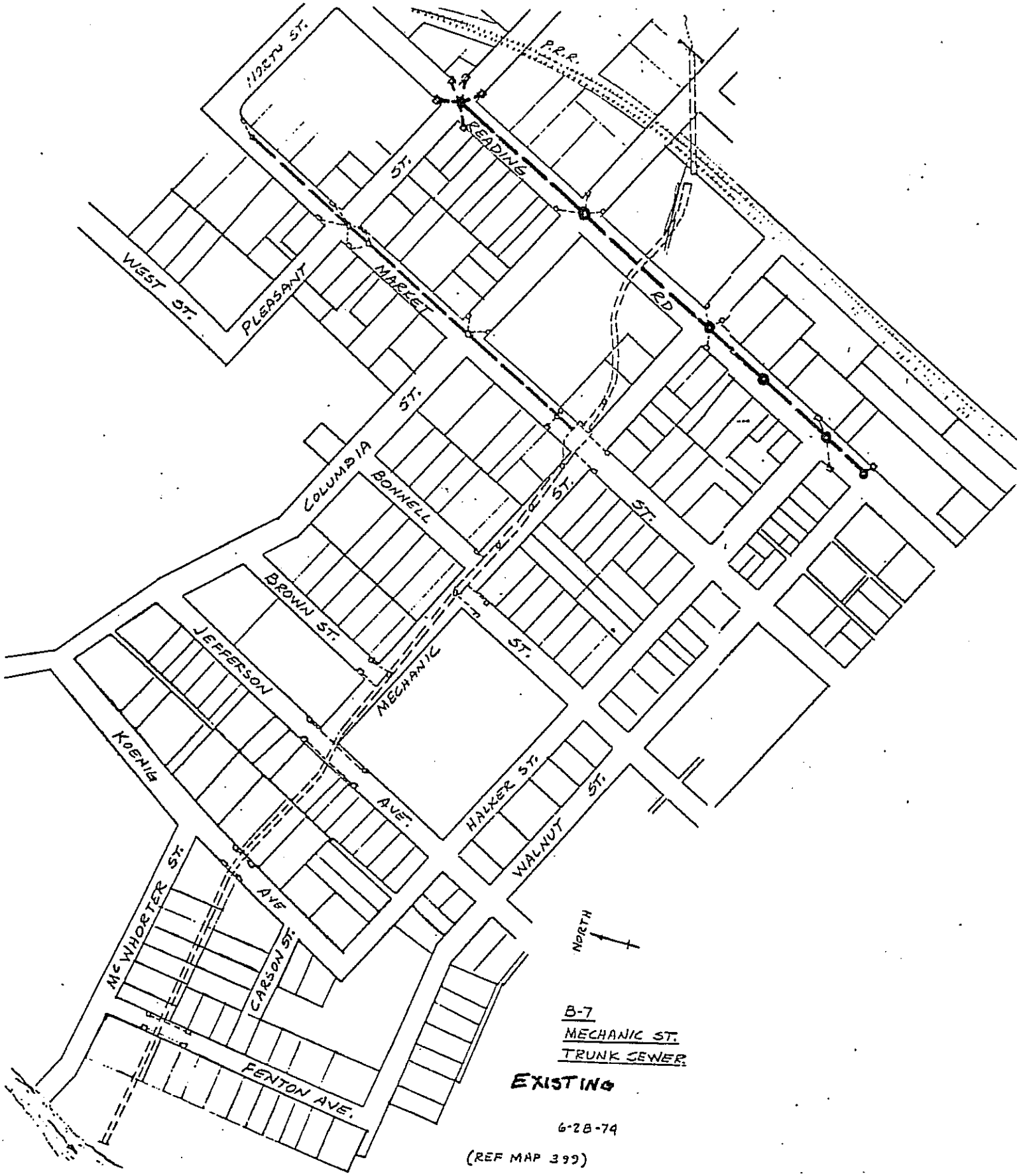
ESTIMATE:

We estimate the cost for this work, as outlined on the sketch marked 'Proposed' to be as follows:

1. Mechanic St. trunk sewer relief	$450,000
2. Reading Rd. & Market St. Branch lines	140,000
Total	$590,000

Respectfully submitted,

TRUMAN P. YOUNG AND ASSOCIATES, LTD.

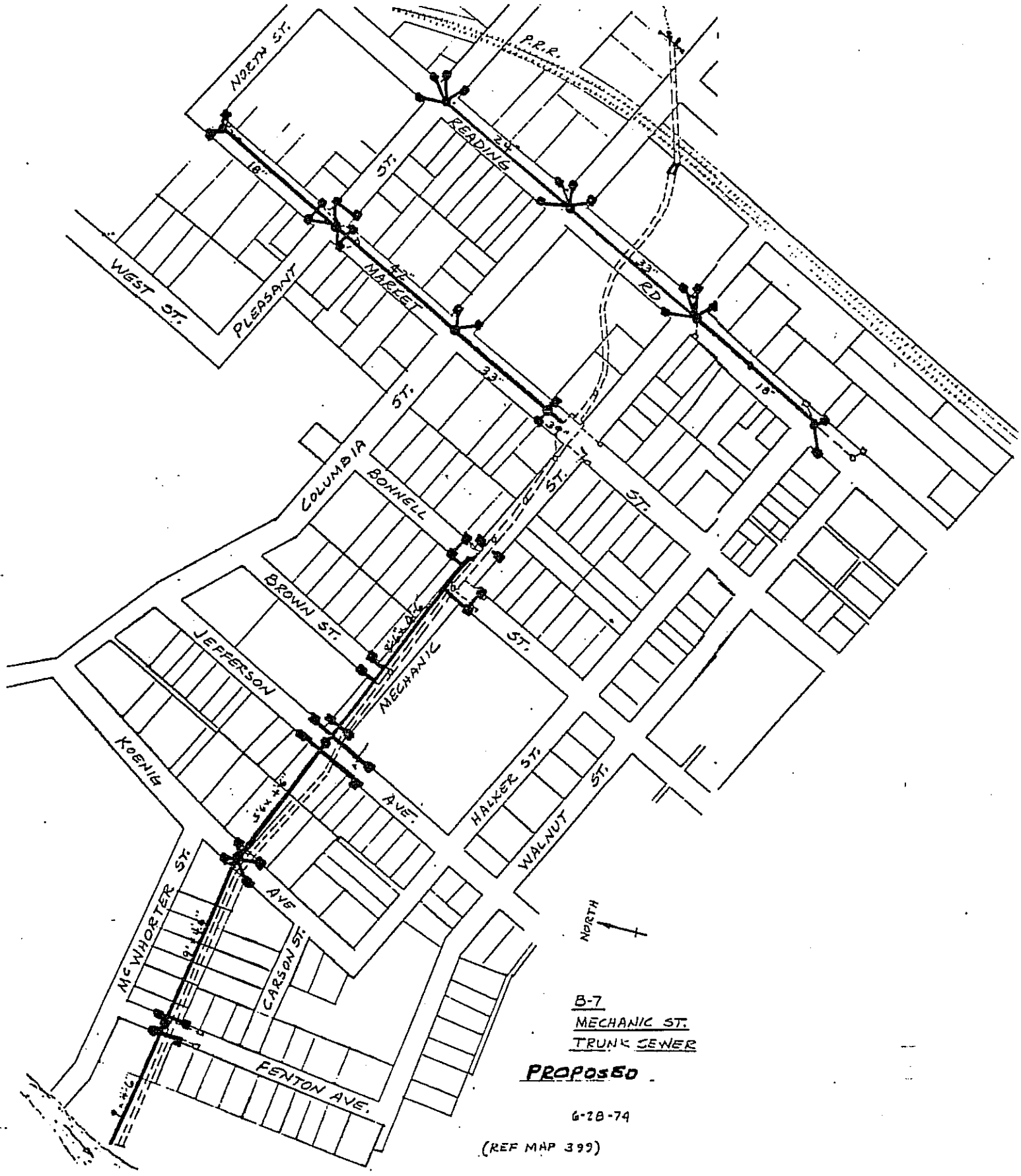


B-7
MECHANIC ST.
TRUNK SEWER

EXISTING

6-28-74

(REF MAP 399)



B-7
MECHANIC ST.
TRUNK SEWER

PROPOSED

6-28-74

(REF MAP 399)

ADDITIONAL SUPPORT INFORMATION

For Program Year 1995 (July 1, 1995 through June 30, 1996), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____ Poor __X__

Fair _____ Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The top of the box culvert has "lifted" and is deteriorated. This is due to the hydraulic pressures on the top of the culvert due to the hydraulic capacity and and due to the age of the structure.

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1995) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

__2 weeks__ weeks/~~months~~ (Circle one)

Are preliminary plans or engineering completed? Yes /~~No~~

Are detailed construction plans completed? /~~Yes~~ No

Are all right-of-way and easements acquired?* /~~Yes~~ ~~No~~ N/A

*Please answer the following if applicable:

No. of parcels needed for project: _____ Of these, how many are Takes _____, Temporary _____, Permanent _____

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? ~~Yes~~ ~~No~~ N/A

Give an estimate of time, in weeks or months, to complete any

3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

Box culvert will continue to deteriorate if not reconstructed. Any failure of the culvert may cause immediate danger due to failure. This area is heavy residential, damage and flooding would be aproblem. Ten school buses per day use East Mechanic Street.

4) What type of funds are to be utilized for the local share for this project?

Federal _____ ODOT _____ Local X

MRF _____ OWDA _____ CDBG _____

Other _____

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1994 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

20 %

5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ Partial Ban _____ No Ban X

We are monitoring the culvert for possible school bus ban.

Will the ban be removed after the project is completed?

Yes _____ No _____

6) What is the total number of existing users that will benefit as a result of the proposed project?

935 households x 4 = 2870

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., chapter 164?

Yes X No _____

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

This project directly affects the City of Reading and the students who attend the school. The school serves students, form Deer Park, Finneytown, Wyoming, Princeton and St. Bernard (in addition to Reading School District). There are special education classes at this school for the hearing impared, Headstart program and the developmentally handicapped.

The box culvert serves a drainage area of 318 acres and includes parts of Evendale.

9) For expansion projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

Although this is not a roadway project, the existing storm capacity does not meet the 25 year storm criteria.

STATE CAPITAL IMPROVEMENT PROGRAM

ROUND NO. 9

PROGAM YEAR 1995 PROJECT SELECTION CRITERIA - JULY 1, 1995 TO JUNE 30, 1996

ADOPTED BY THE DISTRICT 2 INTEGRATING COMMITTEE

June 27, 1994

JURISDICTION/AGENCY: City of Reading

NAME OF PROJECT: East Mechanic Street Culvert

TOTAL POINTS FOR THIS PROJECT: 48 RATING TEAM NO. _____

NO. OF POINTS

10 10 1) If SCIP Funds are granted, when would the construction contract be awarded? (The Support Staff will assign points based on engineering experience.)

10 Points - Will be under contract by December 31, 1995

5 Points - Will be under contract by March 30, 1996

0 Points - Will not be under contract by March 30, 1996

20 16 2) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

20 Points - Poor Condition
16 Points -
12 Points - Fair to Poor Condition
8 Points -
4 Points - Fair Condition

NOTE: If the infrastructure is in "good" or better condition it will NOT be considered for SCIP funding.

2 3) If the project is built, what will be its effect on the facility's serviceability?

4

5 Points - Significant effect (e.g., widen to and add lanes along entire project)
4 Points - Moderate to significant effect
3 Points - Moderate effect (e.g., widen exist. lanes)
2 Points - Moderate to little effect
1 Points - Little or no effect (e.g., street or bridge deck rehabilitation)

6

6 4) How important is the project to HEALTH, SAFETY, AND WELFARE of the public and the citizens of the District and/or service area?

10 Points - Highly significant importance, with substantial impact on all 3 factors
8 Points - Considerably significant importance, with substantial impact on 2 factors OR noticeable impact on all 3 factors
6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors
4 Points - Minimal importance, with noticeable impact on 1 factor
2 Points - No measurable impact

4 5) What is the overall economic health of the jurisdiction?

10 Points - Poor
8 Points -
6 Points - Fair
4 Points -
2 Points - Excellent

2 6) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

5 Points - 50% or more
4 Points - 40% to 49.99%
3 Points - 30% to 39.99%
2 Points - 20% to 29.99%
1 Point - 10% to 19.99%

0 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.

5 Points - Complete or significant ban
3 Points - Partial or moderate ban
0 Points - No ban of any kind

1 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 10,000 or more
4 Points - 7,500 to 9,999
3 Points - 5,000 to 7,499
2 Points - 2,500 to 4,999
1 Point - 2,499 and under

2 9) Does the infrastructure have REGIONAL impact? Consider origins and destinations of traffic, functional classification, size of service area, number of jurisdictions served, etc.

5 Points - Major impact (e.g., major multi-jurisdictional route, primary feed route to an Interstate, Federal - Aid Primary routes)
4 Points -
3 Points - Moderate impact (e.g., principal thoroughfares, Federal - Aid Urban routes)
2 Points -
1 Point - Minimal or no impact (e.g., cul-de-sacs, subdivision streets)

1 10) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure?

2 Points - Two of the above
1 Point - One of the above
0 Points - None of the above

ADDENDUM TO THE RATING SYSTEM
DEFINITIONS

CRITERION 1 - ABILITY TO PROCEED

The Support Staff will assign points based on:

1) Engineering experience

2) The information on the Additional Support Information, as verified where necessary.

3) The applicant's past SCIP/LTIP record of successfully projecting project schedules on similar types of projects.

If a project rating on this item is reduced by the Support Staff because of a questionable schedule, and still receives funding, the submitting jurisdiction will be permitted to amend the Project Schedule accordingly.

CRITERION 2 - CONDITION

Poor - Condition is dangerous, unsafe or unusable

Fair to Poor - Condition is inadequate or substandard

Fair - Condition is average, not good or poor

CRITERION 5 - ECONOMIC HEALTH

The following factors are used to determine economic health:
1) Median per capita income

2) Per capita assessed valuation of the total community real estate and personal property

3) Poverty indicators

4) Effective tax rates

5) Total corporate debt as a percentage of assessed valuation

6) Municipal revenues and expenditures per capita

CRITERION 9 - REGIONAL IMPACT

Major impact - Primary water or sewer main serving an entire system

Moderate impact - Waterline or storm sewer serving only part of a system

Minimal impact - Individual waterline or storm sewer not part of a system